


		NTSB ID: DEN02TA052		Aircraft Registration Number: N123Z	
		Occurrence Date: 06/09/2002		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Grand Junction	State CO	Zip Code 81501	Local Time 2030	Time Zone MDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 10		Direction From Airport: 45	
Aircraft Information Summary					
Aircraft Manufacturer Beech		Model/Series 58P		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On June 9, 2002, approximately 2030 mountain daylight time, a Beech 58P, N123Z, operated by the U. S. Department of Agriculture (USDA) Forest Service and piloted by an airline transport pilot, was substantially damaged when it encountered severe turbulence, approximately 10 miles east of Grand Junction, Colorado. Visual meteorological conditions prevailed at the time of the accident. The aerial observation flight was conducted in support of wildfire fighting efforts near Glenwood Springs, Colorado, as public use under the provisions of Title 14 CFR Part 91. No flight plan was on file. The pilot reported no injuries. The local flight originated at Grand Junction-Walker Field (GJT), Grand Junction, Colorado, about 1715, and was returning to GJT when the accident occurred.</p> <p>According to the USDA Safety Manager, the pilot departed GJT on fire assignment as a Forest Service lead airplane, to the Coal Seam Fire in Garfield County, Colorado, in the vicinity of Glenwood Springs. The airplane was operating by request of, and under the control of the Garfield County Sheriffs Department. The pilot reported experiencing low-level wind shear and light, moderate, and severe turbulence from just after takeoff through arriving at the area of operation. Following a reconnaissance of the fire, the pilot reported climbing to approximately 5,000 feet agl (above ground level) to avoid the turbulence and wait for wind conditions to improve so that tanker operations (aircraft dropping fire suppressant chemicals on the wildfire) could begin. The pilot reported that wind conditions improved and tanker operations commenced. On conclusion of the tanker operations, the pilot returned to GJT.</p> <p>The pilot reported he was in the vicinity of the Book Cliffs, approximately 10 miles northeast of GJT, approximately 2,000 feet agl in a low power descent, and an airspeed of approximately 150-160 knots, when he encountered one significant event of severe turbulence. The pilot reported the winds were out of the southwest at 20 knots with gusts to 29 knots. The airplane continued to GJT and landed uneventfully. The aircraft damage was noted the following morning during a routine preflight inspection.</p> <p>An examination of the airplane showed the top skin of the airplane's left wing, between the fuselage and the left engine nacelle, was buckled. Flight control continuity was confirmed. An examination of the engines, engines controls, and other airplane systems revealed no anomalies.</p> <p>At 1956, the Aviation Routine Weather Report for GJT was clear skies, visibility 9 statute miles, temperature 91 degrees Fahrenheit (F), dew point 14 degrees F, winds 180 degrees at 20 knots with gusts to 28 knots, and an altimeter setting of 29.55 inches of Mercury. At 2056, the winds at GJT were reported as 170 degrees at 16 knots with gusts to 24 knots.</p>					
FACTUAL REPORT - AVIATION					

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		Occurrence Date: 06/09/2002			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name WALKER FIELD	Airport ID: GJT	Airport Elevation 4858 Ft. MSL	Runway Used 29	Runway Length 10501	Runway Width 150
Runway Surface Type: Asphalt					
Runway Surface Condition: Dry					
Type Instrument Approach: NONE					
VFR Approach/Landing: Full Stop; Straight-in					
Aircraft Information					
Aircraft Manufacturer Beech		Model/Series 58P		Serial Number TJ-211	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 5	Certified Max Gross Wt. 5400 LBS	Number of Engines: 2		
Engine Type: Reciprocating	Engine Manufacturer: Continental	Model/Series: TSIO-520-WB	Rated Power: 325 HP		
- Aircraft Inspection Information					
Type of Last Inspection AAIP	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner USDA Forest Service		Street Address 3833 S. Development Avenue			
		City Boise	State ID	Zip Code 83705	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As: U. S. Forest Service			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Public Use					
Type of Flight Operation Conducted: Aerial Observation					
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First Pilot Information																																																																																						
Name On File			City On File		State On File	Date of Birth On File	Age 44																																																																															
Sex: M	Seat Occupied: Left		Principal Profession: Civilian Pilot			Certificate Number: On File																																																																																
Certificate(s): Airline Transport; Flight Instructor; Commercial; Military																																																																																						
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																						
Rotorcraft/Glider/LTA: Glider																																																																																						
Instrument Rating(s): Airplane																																																																																						
Instructor Rating(s): Airplane Multi-engine; Airplane Single-engine																																																																																						
Type Rating/Endorsement for Accident/Incident Aircraft? No					Current Biennial Flight Review? 10/2001																																																																																	
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.			Date of Last Medical Exam: 06/2001																																																																																	
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>5484</td> <td>1880</td> <td>947</td> <td>4537</td> <td>570</td> <td>570</td> <td>247</td> <td>38</td> <td>100</td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>4250</td> <td>1690</td> <td>890</td> <td>2590</td> <td>570</td> <td>570</td> <td>247</td> <td></td> <td>60</td> <td></td> </tr> <tr> <td>Instructor</td> <td>702</td> <td>352</td> <td>250</td> <td>452</td> <td></td> <td>180</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>79</td> <td>70</td> <td>79</td> <td></td> <td>5</td> <td>10</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>41</td> <td>41</td> <td></td> <td>41</td> <td>2</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>5</td> <td>5</td> <td></td> <td>5</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	5484	1880	947	4537	570	570	247	38	100		Pilot In Command(PIC)	4250	1690	890	2590	570	570	247		60		Instructor	702	352	250	452		180					Last 90 Days	79	70	79		5	10					Last 30 Days	41	41		41	2	3					Last 24 Hours	5	5		5						
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot? No																																																																															
Flight Plan/Itinerary																																																																																						
Type of Flight Plan Filed: Company VFR																																																																																						
Departure Point		State			Airport Identifier		Departure Time		Time Zone																																																																													
Grand Junction		CO			GJT		1715		MDT																																																																													
Destination		State			Airport Identifier																																																																																	
Local Flight																																																																																						
Type of Clearance: VFR																																																																																						
Type of Airspace: Class E																																																																																						
Weather Information																																																																																						
Source of Briefing: Unknown																																																																																						
Method of Briefing: Unknown																																																																																						

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		Occurrence Type: Accident	

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
GJT	1956	MDT	4858 Ft. MSL	10 NM	225 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: None			Ft. AGL	Visibility: 9 SM	Altimeter: 29.55 "Hg
Temperature: 33 °C	Dew Point: -10 °C	Wind Direction: 180		Density Altitude: 8478 Ft.	
Wind Speed: 20	Gusts: 28	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground					
- GRAND TOTAL -				1	1

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FACTUAL REPORT**AVIATION**

NTSB ID: DEN02TA052

Occurrence Date: 06/09/2002

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

David C. Bowling

Additional Persons Participating in This Accident/Incident Investigation:

Robert D Lesitsky
Air Safety Inspector
Federal Aviation Administration
Salt Lake City, UT 84116